

BUSINESS NOTICES



Their favorite Victrola Record while you tuck them in.

THEY like to hear it and it does them good. A well-chosen Victor record played on the Victrola is the perfect way of sending your children to dreamland. This is only one of the many ways in which you can take a world of happiness from the Victrola. Let us explain to you our easy terms.

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Sole Victor Distributors

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LADIES' & GENTLEMEN'S TAILORS.

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LOUNGE SUITS from \$65.00, cut and finish guaranteed. A visit is cordially invited.

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BACCARAT

Crystal Table Service

JUST RECEIVED

BY
J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

IRISH ENTENTE HOPES.

"SOMEWHAT DASHED."
VERY SERIOUS SITUATION.

LONDON, February 3.
Hopes of the development of an entente between the Ulster and the Southern Parliaments have been somewhat dashed by an official announcement after an interview between Mr. Michael Collins and Sir James Craig at Dublin lasting two and a half hours that no further agreement has been reached and a very serious situation has arisen.
It is understood that the difference is connected with the question of revision of boundaries.

GERMANY'S RAILWAY STRIKE.

NOT EXPECTED TO LAST LONG.

BERLIN, February 2.
The general strike of railwaymen arising out of a wages dispute has begun. It was preceded yesterday by a general exodus from Berlin when many thousands thronged the stations.
Towns like Breslau and Frankfurt are isolated. The situation in the south and south-west is much brighter. The engine drivers at Munich have refused to come out. The Bavarian railways are almost normal, likewise most of the Wurttemberg and Baden lines. It is not expected that the strike will last long. Little disposition for violence is manifest. The canals are being utilised for foodstuffs etc. Staff officials have been organised to drive and stoke trains.

FLYING TO RUSSIA.

REGULAR AIR SERVICE.

BERLIN, February 2.
A Russo German air navigation company has been formed with a view to a regular air service between Koenigsberg and Moscow by Russian Government aeroplanes. The company consists of a combination of the German General Electricity Company, the Hamburg-Amerika Line and the Zeppelin company with the Russian Government.

ANTHRAX SPREAD.

EXPERTS MOBILISED.

LONDON, February 2.
The International Labour Office has appointed an anthrax commission composed of experts from South Africa, Australia, Belgium, France, Britain, Italy, India, Japan, Spain and United States who will consider measures to check the spread of anthrax by infected wool and hair.

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

Toys of 2000 Years ago.
A little Roman girl who died nearly two thousand years ago had her toys buried with her. Her favourite dolls, with cosmetics for their (and her) complexion, were beside her, a little tea table, and a miniature silver candlestick, bright-coloured building blocks, a gold filigree brooch and bracelet, and writing tablets and stylus. In her hand was clasped a penny—to pay her fare to Charon for her ferry across the Styx. Her tomb has been unearthed intact, relates *Everyday Science*, and with all its contents in a good state of preservation.

Women Smokers on the Wane.
An informal census of the habits of the Oxford undergraduates reveals the interesting fact that, roughly speaking, only one in five smokes, and that in the 20 per cent. of smokers very few make a habit of the cigarette. They smoke one or two now and then as a social accomplishment rather than a pleasant amusement. The undergraduate who invites her friends and acquaintances to nine o'clock cocoa is not expected to provide either "caspers" or "Egyptians." Without doubt smoking is on the decline in Oxford. The growing belief that smoking is bad for the complexion may be helping to rout the fashion.

A Traveller's Tale.
From the *Morning Post*: "A bright little boy was asked by his new governess, as a test of his general knowledge, to write a description of his (imaginary) travels in Italy. She was rather staggered, so read: 'After sailing about Venice for a round, the subject, Modern science

gorgonzola and being disappointed in the smallness of the boasted Bridge of Size, I went on to Rome. Again I was disappointed. The Coliseum, where compared unfavourably with the one in London, and there was no performance on. The macaroni fields were white for harvest, but the spaghetti was only just in bloom. There was nothing on at the Vatican, as the Pope no longer lives on 'erground.'

The First Woman Astronomer.
Mrs. Spenser Jones, the wife of one of the astronomers who is sailing to Christmas Island, to prepare for September's total eclipse of the sun, is to accompany her husband on his journey, and will undertake important duties during the moments of totality, according to the *Morning Post*. She is one of many women who to-day take an interest in astronomy, and her action recalls the great name of Caroline Herschel, whose brother, Sir William, found her an invaluable assistant. He used to stand at night in the open air from dusk to dawn gazing down the tube of his mighty reflector, and he would dictate what he saw to his sister. She wrote down his notes and recorded the position of the objects which he was describing. Sometimes the cold at Slough was so intense that the ink would freeze on her pen.

The Mystery of the Eel.
"Great scientific interest attaches to the expedition sent out by the Danish Government to investigate the breeding places of the eel. It was when quite serious people believed that eels could be generated from pieces of horseshair thrown into a stream, and the existence of so odd a notion was rather staggered, so read: 'After sailing about Venice for a round, the subject, Modern science

supposes that the mother eel makes her way out into the Atlantic, probably to the neighbourhood of the Bahamas, and there deposits her young, dying herself immediately afterwards. It is also believed that the eelers of European parentage seek European rivers, while those of American origin make their way to the waters of the West. Some people go so far as to maintain that the eel goes back to the identical stream in which its parent lived. The whole subject is a scientific puzzle the solution of which is necessarily of peculiar difficulty.

Fish That Bark.
Children, and the big children that elders at the seaside become, have a chance when they investigate the rocky pools of observing a little wonder of natural history that has begun to arouse the curiosity of the scientific. There is a 'small, common, big-headed fish—sometimes called bull-head—which barks in order to scare off his enemies. Inspection of his barking apparatus, and curious habit has revealed to a biologist the strange fact that he was once a poison fish but gave up poison and let his poison glands go out of use because he found barking sufficient to frighten off his enemies. Another inference made by a specialist on this sort of seaside fish is that 'since he can bark, and so frighten off his enemies, therefore this old question 'Can fishes hear?' is answered in the affirmative. A good many real poison fish have been seen this year, and one of them, the little wasp, distinguished by a very tall pointed fin behind his head, must be avoided carefully. He is worse than a snake, and much worse than a jellyfish, though this has the same sort of poison at command.

THE DOLLAR.

To-day's closing rate 2/6 7/8.
To-day's opening rate 2/6 7/8.

ITALIAN CABINET RESIGNS.

POPE'S DEATH SEQUELS.
GENOA PARLEY MAY BE AFFECTED.

ROME, February 2.
The Cabinet has decided to resign.
LATER.
The Cabinet's resignation was due to loss of support in Parliament where, owing to hostility to foreign policy and other causes like the alarm of the anti-clericals at recent actions of Catholic ministers on the occasion of the Pope's death, opposition has been growing, culminating in the Social Democrats, numbering 143, joining the opposition.
The crisis may affect the Genoa Conference. A section of the Press has been urging postponement to May or the ground that this will give time to all the countries to prepare the ground for discussion.

CHINA STATION CHANGES.

"DIOMEDE" REPLACING "CAIRO."

LONDON, February 2.
The cruiser "Cairo" at present at Shanghai will shortly be relieved by the new light cruiser "Diomedea" which will be commissioned at Portsmouth in March. The "Cairo" will then be transferred to the East Indies station in place of the "Comus."

The "Diomedea" is a sister of the "Durban," and was laid down at Vickers' yard, Barrow, in June, 1918. After the Armistice she was towed round to Devonport. She measures 445 ft. in length, 40 ft. in beam, has a draught of 14 ft. 3 in., and a displacement of 4,650 tons. Her engines are of 40,000 h.p., which will give a speed of 29 knots. For armament she will mount six 6-in. guns on the centre line two 3-in. guns in her anti-aircraft battery, four 3 pounders and a couple of pom-poms, and a proportion of machine-guns. In her tanks she will carry 1,050 tons of oil and 300 tons of coal in her bunkers. When completed the "Diomedea" will represent an outlay of £998,780, exclusive of her guns, which will cost something like £21,500 additional. The "Diomedea" is considerably the costliest of the group of "D" ships. Her total cost will be over a million sterling when ready for the commissioning pennant.]

INFLUENZA EPIDEMIC.

NEW YORK AND VIENNA BOTH SUFFER.

NEW YORK, February 2.
Some 812 cases of influenza and 186 of pneumonia were officially reported in twenty-four hours.

VIENNA, February 2.
There were 2,753 cases of influenza during the week ending January 28, against 131 during the previous week.

NEW YORK, February 2.
There were 1,052 cases of influenza and 20 deaths yesterday, in addition to Monday's list previously cabled.

BUSINESS NOTICES

"Clydella" PYJAMAS

"Clydella" Flannel is light yet warm, absolutely unshrinkable, and will not irritate the most sensitive skin. An ideal cloth for pyjamas in just the right weight for present wear.

\$12.50 per suit

OTHER QUALITIES FROM \$7.50 PER SUIT.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.

Alexandra Building, DES VORUX ROAD. Telephone 28

An Offer For YOU:

We are now showing a line of Stoneware Bed and Foot Warmers and offering them to you at reduced prices for two weeks only. Call, phone or write for particulars.

They are
SERVICEABLE, IMPERISHABLE, & MODERATE IN PRICE.

THE PHARMACY

(Fletcher & Co., Ltd.)
22, Queen's Road Central, Opposite Hongkong Hotel.
Telephone No. 345.

LADIES' SWEATERS

in
LATEST, MOST PIQUANT and
SEDUCTIVE STYLES
(various sizes).

THE WING ON CO., LTD.,

THE QUALITY HOUSE.
Phone 196 & 198.

MEE WAH KNITTING & DYEING CO.

General Knitter & Dyer.
Manufacturers of Woolen Singlets, Jerseys, Sweaters & all kinds of Underwear.
No. 6-18, Cadsway Bay. Telephone 1301.
Manager: YEUNG FORWAN.

We are manufacturers of
Felt Hats, Straw Hats,
Linen Hats, Topies, etc.

Manufactured in
HONGKONG
by the

NAM YUET HAT FACTORY,

23-25, Shaukiwan Road.

64, Queen's Road, Central.

WING HING

FIRST CLASS TAILOR
Experienced Cutter, Perfect Fit Guaranteed.
Orders executed shortest Notice
PRICE LOWEST.

ROUYER, GUILLET & CIE.

COGNAC.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

VACATION TRIP.

HONGKONG—SHAMSHUI—WUHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamshui, Shih Hing through the LOVELIEST SCENERY ON THE WEST RIVER TO WUHOW. SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and fans, etc.

M. S. "KONG NING"

Steamer
"Kong Ning" Leave Hongkong Tuesday, Feb. 7

Round trips occupying 5 days, including meals and 24 hours stay on board at Wuhow: \$45.00.

For further particulars apply to—
BANKER & CO.

SEAMEN'S STRIKE.

"NOTHING HAPPENING."

UNIONS HANDLING FOOD SUPPLIES.

SHANGHAI INTIMIDATION.

"Nothing happening, except what you can see for yourself on the harbour" was the terse comment of the Secretary for Chinese Affairs (Mr. Hon. Mr. E. R. Hallifax) when approached by a *China Mail* reporter for news about the seamen's strike.

On the harbour itself, when the reporter proceeded to take the line of investigation, inferentially suggested by the S.C.A., things appeared to be much the same as they have been for days past. There were 162 ships in port and the tonnage represented by this number amounted to 258,261. Along the waterfront from the Star Ferry wharf right down to West Point there was marked activity. Bundles of firewood and vegetables were being unloaded from junks along the Praya throughout the morning and sacks of paddy and other food-stuffs were going aboard in exchange. In junks established that this did not necessarily spell a general resumption on the part of the cargo coolies but that the guilds had relented so far as to permit their members to handle food supplies.

Families of men were seen handling coal down at Wan-chai but probably these were not regular coal coolies but employees of people who had bought coal and wanted to get it delivered. One of the biggest of the local coal companies has 1,000 tons of coal in a string of lighters outside its godown at Yau-mai and a representative of the firm stated this morning that he had no idea when they would be able to induce the coal coolies to come along and handle it for them.

Messrs. Jardine Matheson and Co., it was ascertained to day have had some of their ships' officers and office assistants at work on the job of shifting cargo on some of the company's vessels.

Military pickets are still patrolling the waterfront both at Wan-chai and along the Praya West. European police officers, wearing muff, were also keeping a watchful eye.

SHANGHAI STRIKE BREAKERS.

SCHOOL TEACHERS FINED FOR INTIMIDATION.

SHANGHAI, Feb. 3.

In the Mixed Court yesterday two school teachers and one seaman were brought before the American Assessor and Magistrate Lok charged with intimidating and threatening the complainant, a Chinese contractor, engaged at Hongkew in securing strike-breakers to assist the paralyzed shipping at Hongkong. There was a large array of counsel.

The teachers were fined \$50 and \$20 respectively.

The seaman, a member of the Nantao Seamen's Union was discharged.

The court characterised the teachers' action as indefensible interfering with other people's business. The seaman acted within his rights. The complainant stated that he had sent to Hongkong 240 Shanghai and Ningpo strike-breakers.

PLATER KILLED.

MYSTERIOUS TAIKOO DOCK ASSAULT.

About eleven o'clock last night a plater working on the China Navigation steamer "Huichow" at No. 2 slipway, Taikoo Dock received a blow on the head from which he later died. The unknown assailant has not yet been arrested.

As the man was following his legitimate occupation at the time and it has not been affected by the present industrial trouble, the attack does not seem to have any connection with the strike.

One fatal case of enteric fever, Chinese, was reported yesterday, also two non-fatal cases of plague, Chinese, and one of paratyphoid fever, Indian.

Few performances pass at the Coronet Theatre without some patrons expressing a wish to see this or that picture again, but rarely is it that this desire is voiced with greater unanimity and enthusiasm than in the case of "Nurse Marjorie," a charming romance featuring Mary Miles Minter which was screened during the Chinese New Year holidays to capacity houses. The management are therefore happy to announce, through their advertisement in this issue, that it has been found possible to meet this flattering demand by screening "Nurse Marjorie" again this evening.

CORRESPONDENCE.

AN UNFORTUNATE MISTAKE.

(To the Editor of the "China Mail.")

Dear Sir, With reference to the report in your issue of January 7 to the effect that Mr. C. E. Macfarlane, a former Hongkong man, had been murdered in North Borneo, we beg to advise that we have received the following telegram from the Government Secretary in Jesselton:

"Straits papers quote report in Hongkong papers murder Macfarlane Manager Estate North Borneo stop report entirely without foundation Macfarlane alive and well Secretary."

We are, Dear Sir,

Yours faithfully,

GEO. LIVINGSTON & CO., LTD.

Agents, British North Borneo Govt. Hongkong, February 3.

A READER'S VIEW OF THE STRIKE.

(To the Editor of the "China Mail.")

Sir, Has the Government policy been considered in the light of the effect a continuance of the present strike will have upon trade and particularly upon finance in the Colony?

As far I can see, with shipments both imports and exports held up, the question of finance will be a most serious one to local firms. Drafts are falling due for goods that have not been delivered here and cash has been paid for goods that cannot be shipped away from here. This must inevitably strain the resources of many local firms to the breaking point, the more especially after last year's trade depression.

Is it not therefore time when definite government action was taken to bring pressure to bear upon those concerned to adjust the matter in order to prevent further spread of the strike with increased risk of a financial crisis?

The remedy the owners would contend, lies with the seamen but as the seamen are in Canton and are presumably prepared to stay there indefinitely the Government cannot force them to return. The solution is therefore in the hands of the steamer owners.

Yours, etc.

TIME.

Hongkong, February 2.

MAKING STOWAWAYS EARN THEIR BREAD.

(To the Editor of the "China Mail.")

Sir, Your leaderette on the stowaway evil was scarcely fair to the shipping companies. Genuine hard luck cases or not, stowaways come aboard ships uninvited and they must expect to take the consequences. It is only right they should be made to work. How would you feel if you were a shipowner and were forced to carry stowaways for nothing?

Yours, etc.

FAIRPLAY.

Hongkong, February 2, 1922.

[Our correspondent overlooks the fact that the editorial note expressly emphasized that the effects of the stowaway evil were too glaring to permit genuine "hard luck cases" receiving leniency but when men are promised immunity from the law's displeasure if they work that promise should be honoured. The danger of stowaways refusing to work unless promised immunity can be countered by withholding food until they earn it. The master of the ship need then promise nothing and at the same time make the unwanted guests pay (in work) for their bread.—When the ship arrives in port they can be prosecuted in the ordinary course.—Ed. C. M.]

Entries for the Hongkong Cricket Club's annual tennis tournament close on Wednesday, February 15.

Mr. Joseph, formerly secretary to the Hongkong Stock Exchange, is in the Colony on a visit. Mrs. Joseph is in London.

Captain R. B. Khare, I.M.S., having arrived per s.s. "Janus" has been taken on the strength of the local Command.

Information has been received that the R.I.M.S. "Dufferin" sailed from Karachi for Hongkong via Singapore on February 1, with the following unit and details—1,102nd Grenadiers—11 British officers, 2 Indian, 1 child, 28 Native officers, 761 Indian troops, 40 followers, 18 private followers, 3 chargers and 7 dogs, I.M.D.—S.A.S. Amar Singh, permanent medical subordinate. Indulgence—Major Leicester, Secretary Gynkhana, Quetta.

COMPANY REPORT.

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM.)

The report of the directors of the above Company to be submitted to the shareholders at the ordinary general meeting to be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., Pedder Street, Hongkong, on Thursday, April 13, at noon is as follows:—

The Directors submit herewith the audited Statement of Accounts for the year ended 31st December 1921.

The Gross profit for the year amounts to £67,121 2 7 From this must be deducted the Loan Interest £6,329 2 11

£60,791 19 8

To which should be added the amount brought forward from the last Balance Sheet, after allowing for the Final Dividend of £20,312 10 0, and for Corporation Profits Tax 7,568 14 4

Making a Balance of £68,360 14 0

Of this the Interim Dividend for 1921 of 1s. 0d. per share, paid 21st August, 1921, absorbed £16,250 0 0

The Directors now recommend a Final Dividend for 1921 of 1s. 7d. per share £25,729 3 4

41,979 3 4

Leaving to be carried forward £26,381 10 8

Both the Balance Sheet and the Working and Profit and Loss Account have been converted into sterling (with the exception of Capital Additions and Depreciation taken at 2) at the T. T. rate on 31st December 1921, viz. 2s. 7d. The actual Hongkong Receipts and Working Expenses in the local currency are as follows:—

1920 1921

\$885,905 Traffic and Miscellaneous Receipts \$1,087,969

\$354,176 Power Expenses, Traffic Expenses Maintenance and Repairs, and General Expenses \$461,501

\$531,729 Working Profit, Hongkong \$626,468

The retiring directors are Sir Robert Ho Tung and Hon. C. P. Charter, who are eligible and offer themselves for re-election.

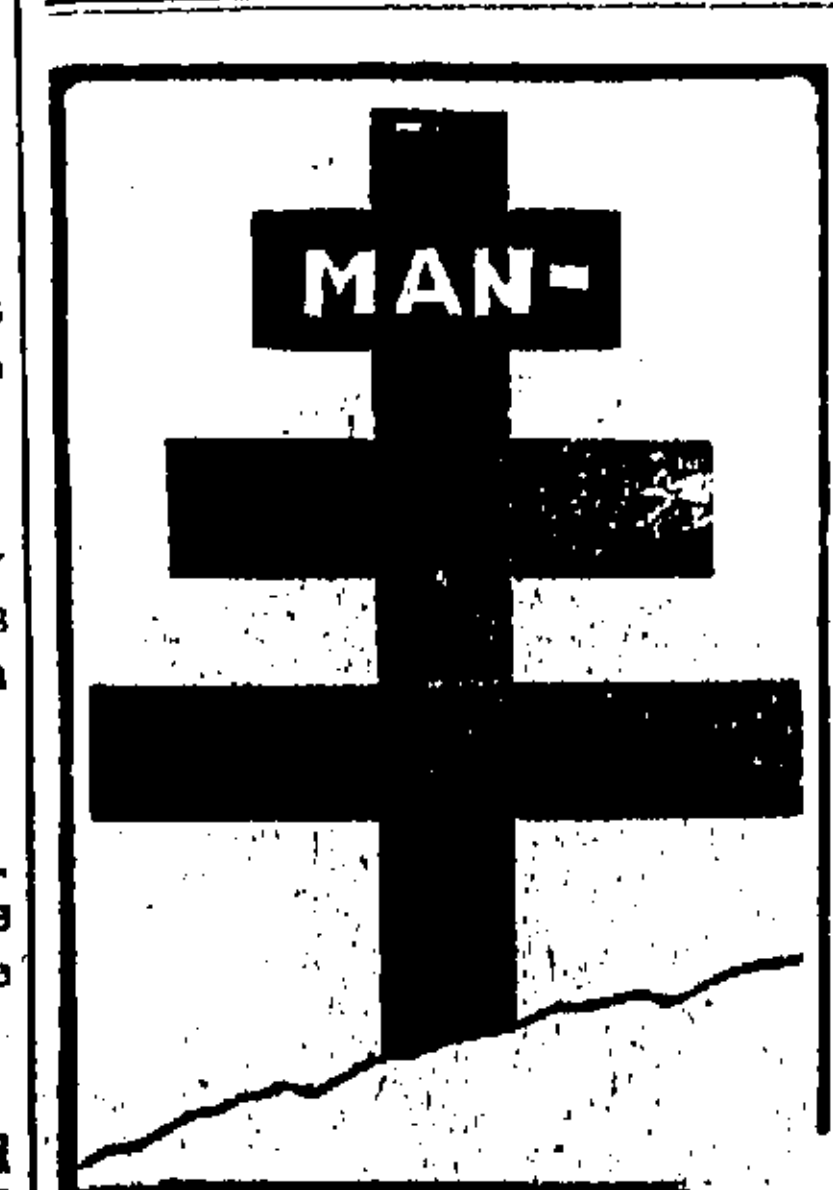
The Auditors, Messrs. Lowe, Pingham & Matthews, offer themselves for re-election.

D. G. M. BERNARD, Chairman.

Hongkong, February 3, 1922.

M. Bland, the French Premier, took 100 packets of cigarettes with him when he went to the United States for the Washington Conference and there still remained 20 packets over when he returned a month later. He smokes about 50 cigarettes a day.

Representatives of Chinese Men's and Women's Labour Guilds held a meeting in the auditorium of the Chinese Y.M.C.A. this morning to form a "Humanitarian Association." The movement has originated entirely from work people and it is proposed to establish a school for poor children and to raise funds for charitable purposes in Hongkong and in China generally.



CROUP.

EVERY young child is susceptible to croup. Don't wait until this dreadful disease attacks your little one before you prepare for it. It is in the child when chestnuts above are usually closed, and this, alone, should be a warning. Get and keep a handkerchief Cough Remedy at hand. It never fails and is absolutely harmless. For sale by all Chemists and Storekeepers.

TO-DAY'S NEW ADVERTISEMENTS.

THE VICTORIA CAFE LTD. (IN LIQUIDATION.)

NOTICE OF INTENDED DIVIDEND.

A FIRST AND FINAL DIVIDEND is intended to be declared in the above matter after the expiration of one month from the 4th day of February, 1922.

Creditors who have not proved their debts or claims on or before the 4th of March will be excluded from the benefit of the dividend proposed to be paid.

Dated this 2nd day of February 1922.

H. PERCY SMITH, Liquidator.

HONGKONG CRICKET CLUB.

Annual Tennis Tournament.

ENTRIES may now be obtained on application at the Pavilion. Entries CLOSE on WEDNESDAY, 15th February.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COLONEL I. G. BIRD, D.S.O.

Administrative Commandant.

1. Parades. INFANTRY DRILL, BAYONET FIGHTING and LEWIS GUN INSTRUCTION will take place on Monday, 6th February at Volunteer Defence Corps Headquarters, and Kowloon Docks on Friday, 10th February, at 5.30 p.m. for TRAINED MEN AND RECRUITS.

DRESS: Plain Clothes

2. Musketry. Part 11 of the Annual Musketry Course will be fired on the High West Range, The Peak, on Sunday, 5th instant by Nos. 1 and 2 Platoons, commencing at 10 a.m.

DRESS: Drill Order.

3. Machine Gun Section. (a) Machine Gunners' Instructional Parades will be held on Monday, 6th and Friday, 10th instant at Volunteer Defence Corps Headquarters, at 5.30 p.m.

(b) A "TACTICAL WALK" will be carried out on Sunday, 12th February. Separate Orders will be issued.

4. Reversions. No. 198 Corp. T. R. Bennett, M.M., No. 1 Platoon (Light Infantry Coy.) is permitted to revert to the ranks at his own request, with effect from this date.

No. 71/Corp. W. J. Crawford, No. 6 Platoon (Scottish Company) is permitted to resign his appointment as Lance Corporal at his own request, with effect from this date.

5. Promotion.

No. 86 Private G. R. Sayer, No. 1 Platoon (Light Infantry Company) is promoted to Corporal, vice Corporal T. R. Bennett, M.M., with effect from this date.

6. Cadet Company. The Company will parade at Volunteer Headquarters on Monday, 6th inst. at 5.30 p.m.

Dress: Drill Order.

Strength: Cadet J. A. Johnson having left the Colony, is struck off the strength of the Company.

R. B. YOUNG, Major, Adjutant, H. V. D. Corps. Hongkong, Friday, February 3, 1922.

MESSAGE.

Mrs. S. UZUNOYE, c/o MATSUBARA HOTEL, 10, Queen's Road Central, 2nd floor, Hongkong.

DO YOU COUGH?

DON'T overstrain the fine membrane of your throat in trying to dislodge the phlegm. Chamberlain's Cough Remedy will accomplish this for you and cure the cold that is causing it. For sale by all Chemists and Storekeepers.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts. PER COPY.

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NOTICES.

UNTIL FEB. 28th.

SPECIAL OFFER

OF

WINES & SPIRITS

WHISKY \$3.00 per bottle.

ASK FOR OUR SPECIAL WINE & SPIRIT PRICE LIST.

LANE CRAWFORD'S

Established 1850.

Telephone 1741.

JUST ARRIVED NEW STOCK

OF

ENGLISH COLUMBIA RECORDS

AT

ANDERSON'S.

THE BLUE BIRD

New Premises at 16A, Des Voeux Road Central (Formerly occupied by Mackintosh.)

Come and visit Hongkong's new Ice-cream and Candy Palace. Make the Blue Bird Cafe your rendezvous and meet over a nice Ice-cream Sandy.

Have you tasted our Steaming Hot Coffee, or Hot Malted Milk?—If not, it is time you should.

KAM HING KNITTING COMPANY.

Manufacturers of:—

Socks, Singlets, Jerseys, Sweaters, etc.

24, Haiphong Road, Kowloon.

Telephone K 277.

Manager, WONG KAM FUK.

ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver BROCADE for Trimming Dresses, Shoes and Scarfs. We are the Only Dealers for the above Articles & Invite Your Inspection. D. CHELLARAM, 38A, Queen's Road Central.

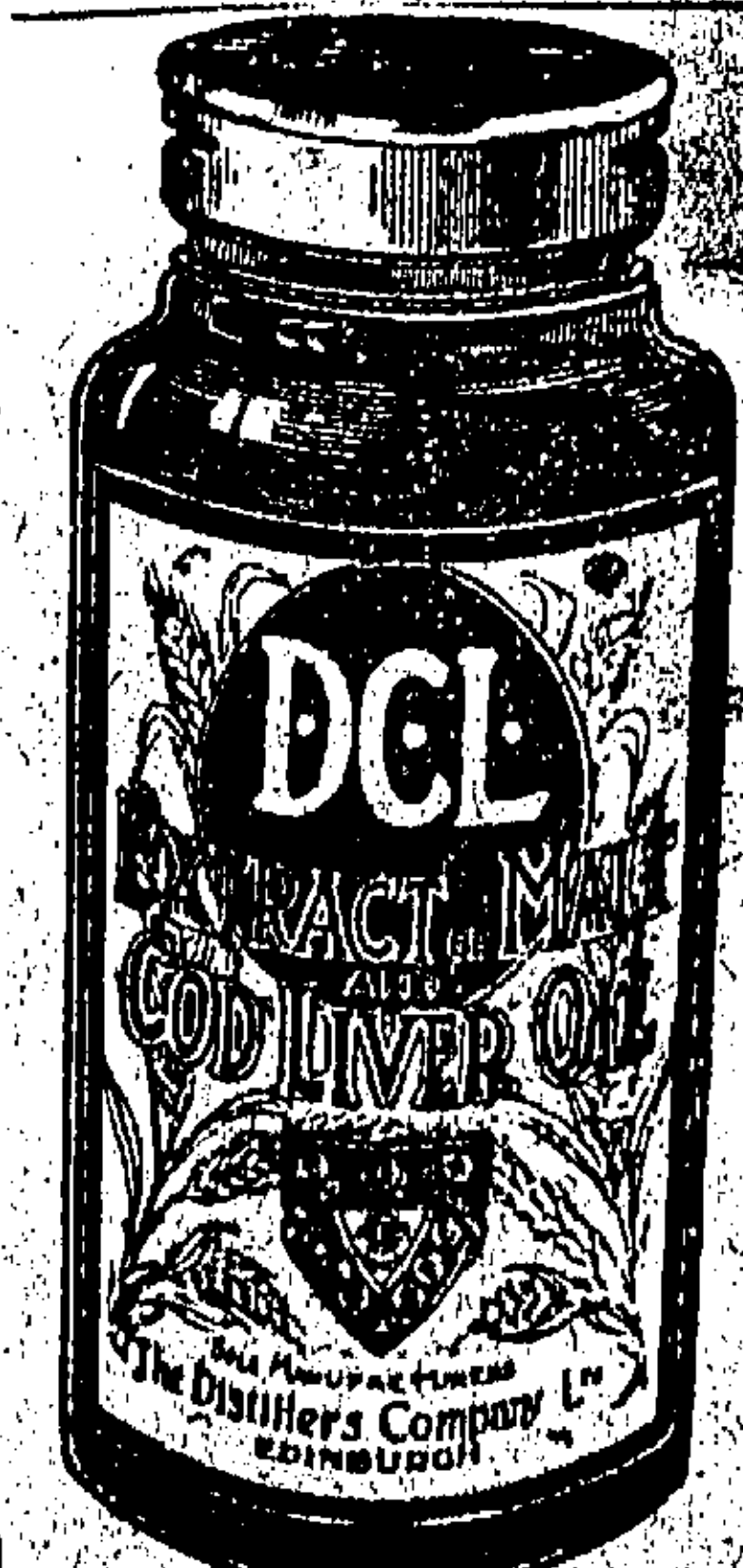
DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE.)

Open and Closed

CARS FOR HIRE

TEL. 482. 3652 in Hongkong and Kowloon. TEL. 482. 3652



"D.C.L." MALT EXTRACT

with

COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, Ltd.

Price per 1 lb. Jar

5 lb. Jar

10 lb. Jar

20 lb. Jar

40 lb. Jar

80 lb. Jar

160 lb. Jar

320 lb. Jar

640 lb. Jar

1280 lb. Jar

2560 lb. Jar

5120 lb. Jar

10240 lb. Jar

20480 lb. Jar

40960 lb. Jar

81920 lb. Jar

163840 lb. Jar

327680 lb. Jar

655360 lb. Jar

1310720 lb. Jar

2621440 lb. Jar

5242880 lb. Jar

10485760 lb. Jar

20971520 lb. Jar

41943040 lb. Jar

83886080 lb. Jar

167772160 lb. Jar

335544320 lb. Jar

671088640 lb. Jar

1342177280 lb. Jar

2684354560 lb. Jar

5368709120 lb. Jar

10737418240 lb. Jar

21474836480 lb. Jar

42949672960 lb. Jar

85899345920 lb. Jar

171798691840 lb. Jar

343597383680 lb. Jar

687194767360 lb. Jar

1374389534720 lb. Jar

2748779069440 lb. Jar

5497558138880 lb. Jar

10995116277760 lb. Jar

21990232555520 lb. Jar

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

UNTIL FURTHER NOTICE ALL SAILINGS SUSPENDED.

Further information may be obtained at the Company's Office, Union Building, or from Booking Agents, Messrs. Tait, Orr & Son, and the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BERTH

FOR NEW YORK AND BOSTON

VIA SUEZ.

S.S. "Dacre Castle" Sailing on or about 15th Feb.
S.S. "Bolton Castle" Sailing middle of March.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing 1st morning of February.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRACIA" Sailing on or about 2nd half of February.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO
SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUB TO ALTERNATION.

LONDON HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Suez Canal and Port Said.

BUENOS AIRES—Via Suez Canal, Santos, Durban & Cape Town via Singapore.

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BUENOS AIRES—Via Suez Canal, Santos, Durban & Cape Town via Singapore.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW AND SINGAPORE	KINGYUAN	Feb. 4.
SHANGHAI	SINGAN	Feb. 4.
BANGKOK	KWANGCHOW	Feb. 4.
MANILA, CEBU & CULO	TAKING	Feb. 4.
PAKHAI & HAIPHONG	KAIFONG	Feb. 4.

*These dates cannot be relied on.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent accommodation, saloons, Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE—Weekly Service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 26



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

For SEATTLE AND VICTORIA, B.C.

Via Shanghai, Kobe & Yokohama.

SAIL	ARRIVE SEATTLE
"BAY STATE" (For Seattle) Feb. 9th.	Feb. 26th.
"KEYSTONE STATE" (For Seattle) Feb. 18th.	Mar. 10th.
"SILVER STATE" (For Seattle) Mar. 9th.	Mar. 23th.
"PINETREE STATE" (For Seattle) Mar. 23rd.	Apr. 11th.

MANILA SERVICE.

"KEYSTONE STATE" Feb. 8th.	Feb. 27th.
"SILVER STATE" Feb. 27th.	Mar. 11th.
"PINETREE STATE" Feb. 11th.	

Through Bills of Lading issued to Overland Commerce Co.

Passenger and Freight Particulars. Apply to—

THE ADMIRAL LINE,

5th Floor, Union Building. Passenger Office, Queen's Bldg.
Telephone No. 2477 & 2478. 2, Ice House St.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE
BATAVIA and other
JAVA PORTS."CADARETTA"
"GLYMONT"

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building. Passenger Office, Queen's Bldg.
Telephone No. 2477 & 2478. 2, Ice House St.

SERVICE TO NEW YORK.

For NEW YORK and/or BOSTON.

Via Panama

S.S. "SATSUMA" Feb. 20th.
S.S. "ENDICOTT" Mar. 20th.

For freight, space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS 5th Floor, Union Building.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
JAPAN, HONGKONG AND JAVA.

For Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "BORNEO MARU" Sailing on or about 11th Feb.
S.S. "CHERIBON MARU" Sailing on or about 5th Mar.
Omit Macassar and Balikpapan.

For Moji, Kobe, and Yokohama.

S.S. "CHERIBON MARU" Sailing on or about 4th Feb.
S.S. "MACASSAR MARU" Sailing on or about 21st Feb.
For further information please apply to—

F. SUZUKI,

Telephone No. 2500. Second floor, Prince's Building.

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED

THE BIG FOUR

EMPEROR OF CANADA	22,000 Reg. tons
EMPEROR OF AUSTRALIA	19,300 Reg. tons
EMPEROR OF ASIA	18,850 Reg. tons
EMPEROR OF RUSSIA	18,850 Reg. tons

ECONOMIC TRAVEL

THESE SHIPS ARE FITTED WITH EXCELLENT INTERMEDIATE SECOND CABIN CLASS ACCOMMODATION.

HONGKONG TO ENGLAND—TIME 30 DAYS.
FARE: \$439.85 GOLD.

INCLUDING FIRST CLASS SLEEPING CAR BERTH TO MONTREAL AND INTERMEDIATE CABIN CLASS ACCOMMODATION ON EMPEROR OF SCOTLAND OR EMPEROR OF FRANCE, 25,000 AND 18,800 TONS RESPECTIVELY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 762. Cable Address GACANPAC.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA Feb. 20th at noon.

Java Service

BETWEEN HONGKONG, SINGAPORE, AND BATAVIA.

HONGKONG TO SINGAPORE & BATAVIA.

S.S. NILE

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRENDER, GENERAL AGENT

PRINCE'S BUILDING, 108 HURST STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1931. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAIHONG Capt. W. C. Passmore. THURSDAY, 2nd Feb., at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, OCEANOGRAPHY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.
FAR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF MANCHESTER" 10th Feb. Marseilles, London, Rotterdam & Hamburg.

S.S. "CITY OF MANCHESTER" 10th Feb. Marseilles, London Rotterdam & Hamburg.

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S.S. "CITY OF MANCHESTER" 10th Feb. Marseilles, London Rotterdam & Hamburg.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

WASHINGTON CONFERENCE.

WASHINGTON, February 2nd.
The Draft Treaty between the United States, the British Empire, France, Italy and Japan for the limitation of naval armaments was submitted to a plenary session of the Conference this morning. It is divided into chapters, the first containing the agreements in twenty separate articles, and the second containing details of specific naval agreements. The articles in chapter one provide the capital ships which the Powers respectively may retain. The American and British lists are as already published. France retains nine ships with a tonnage of 221,000, Italy ten with a tonnage of 182,000, Japan ten with a tonnage of 301,000.

When the Treaty is made effective all other capital ships built or building by the Five Powers will be scrapped. In addition to the specified capital ships the United States may complete and retain two ships of the West Virginia class now under construction. Thereafter she will scrap the North Dakota and the Delaware, whilst Britain may construct two new capital ships not exceeding 35,000 tons each and will then scrap the Thunderer, King George V., Ajax and Centurion.

The naval ratio agreement gives, in standard displacement tonnage, the aggregate for capital ship replacement as follows: The United States and Great Britain each 525,000 tons; France and Italy each 175,000 and Japan 215,000. The Powers agree not to exceed these aggregate tonnages. Other articles fix 35,000 tons as the maximum of any capital ship, provide that no ship can carry a gun exceeding sixteen inches and fix the total tonnage of aircraft carriers as follows: The United States and Great Britain each 135,000, France and Italy each 60,000, and Japan 81,000. The articles provide that no vessels hereafter laid down, except capital ships, shall carry guns exceeding eight inches.

No vessel liable to be scrapped shall be reconverted as a warship and no preparations shall be made on merchantmen in peace time for the purpose of converting them into warships except stiffening the decks to carry guns not exceeding six inches. Mines are laid down for building by any contracting Power for other Powers and for scrapping warships. They provide that such ships must be treated as if they cannot be put to combatant use. Scrapping may be effected by sinking, breaking up or converting into targets. The Treaty remains in force till December 31st, 1936 and if none of the Powers notify, two years prior to that date, their intention to terminate the Treaty it will continue in force until the expiration of two years from the date of notice given.

The delegates of the five Great Powers formally assented to the Naval Treaty.

The plenary session of the Conference adopted without discussion resolutions regarding foreign post offices in China, the withdrawal of foreign troops from the "Open Door" and Chinese railways; also a declaration by the Powers asking China to reduce her military forces and a resolution for publicity of the foreign commitments of China. Thereafter the draft naval treaty was presented.

The Conference also adopted the China wireless resolution.

Mr. Hughes announced that the Chinese tariff resolution would be temporarily postponed, but that it would subsequently be embodied in the Customs tariff.

The Conference has adopted the Treaty prohibiting the use of poison gas and limiting submarine warfare.

The announcement of the settlement of the Shantung Question, at the plenary conference by Mr. Hughes, was received with loud applause and evoked expressions of deep satisfaction by the delegates. Baron Shidehara thanked Mr. Bailew and Mr. Hughes for their good offices. Mr. Sze believed the settlement would remove all possibility of Sino-Japanese misunderstanding. Mr. Bailew declared that Britain was very gratified at the settlement, owing to her interests in the Far East. He added that Britain was ready to return the Weihaiwei leasehold.

PRINCE'S TOUR.

INFORM, February 2nd.
The chief event of the Prince of Wales's visit to India was the holding of a public durbar, on Thursday morning, which was attended by the largest number of ruling Princes and chiefs yet assembled to meet the Prince of Wales. Eighteen were presented, the Prince personally bestowing honours upon each. This was an impressive spectacle, rich in colour. The Prince was cordially acclaimed by large crowds all along the routes.

U. S. TRADE.

WASHINGTON, February 2nd.
The Federal Reserve Monthly Review declares that production in trade shows no striking departures. There has been a sensational slackening in certain manufactures, but in a number of lines activity has been well sustained. The tendency towards stabilisation of prices continues, increased activity in iron and steel is unchanged, textiles show a little improvement but the silk trade is depressed, the material rise in raw silk having inhibited against orders for future delivery.

"CIVIL DISOBEDIENCE IN INDIA."

CALCUTTA, February 1st.
In consequence of the arrest of two non-co-operation picketers, Babu, in Bengal, a crowd of two thousand, on January 27th, assaulted the district magistrate, police superintendent and deputy superintendent. The last-named was rendered unconscious. The mob was warned to disperse and replied that a volley of stones. The police fired blank, then loaded, without effect on the mob, whereupon they were obliged to fire ball, killing four and wounding six persons.

DO YOU COUGH?

DON'T neglect the first messenger of your throat in trying to hold it. The phlegm, I have noticed, though it may seem to be a little bit of trouble, will soon get to be a big one. For sale by all Chemists and Druggists.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "KEEMIN" Via Suez Canal 10th Feb.

Steamers proceed via Suez Canal or Panama Canal at Omdur.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG

HONGKONG & CANTON REISS & CO. LONDON

THE KWONG HIP LUNG CO., LTD

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have thirty years' experience. We own two shipways and can accommodate any craft 100 feet long.

Town Office: 64, Canton Road, Canton, Hongkong. Telephone No. 459.
Shipping Office: 10, Kowloon, Hongkong. Telephone No. 2.
Cables: "KWONGHIP" or "KWONGHIP".

Inauguration, April 1, 1918.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S	Tons	From Hongkong (about)	Destination
"NAGOYA"	8,854	15th Feb.	MANILA, LONDON & A'WERP.
"DUNERA"	8,400	25th Feb.	SINGAPORE, COLOMBO & BOMBAY.
"KASHGAR"	8,840	1st Mar.	MANILA, LONDON & A'WERP.
"SIKILIA"	8,700	14th Mar.	SINGAPORE, COLOMBO & BOMBAY.
"KHIVA"	8,017	18th Mar.	MANILA, LONDON & A'WERP.
"DEVANHA"	8,092	29th Mar.	do.
"NOVARA"	8,880	18th Apr.	do.
"KALYAN"	8,908	26th Apr.	do.
"PLASSY"	7,346	10th May	do.
"SIKILIA"	8,700	13th May	SINGAPORE, COLOMBO & BOMBAY.
"DONGOLA"	8,000	24th May	MANILA, LONDON & A'WERP.

BRITISH INDIA-APCAR SAILINGS (South)

(SINGAPORE, PENANG, RANGOON
with transshipment at Singa-
pore and Calcutta.)

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	6th Mar.	Manila, Sandakan, Thursday Jalapa, Townsville, Brisbane, Sydney & Melbourne.
SAILINGS TO SHANGHAI & JAPAN			
"KASHGAR"	8,000	2nd Feb.	Shanghai, Moji and Kobe.
"DUNERA"	8,400	12th Feb.	Shanghai only.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandler Articles.

Telephone No. 1116. 25, Wing Wai Street, Central.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Feb. 11th.
KOROA MARU	22,000	Feb. 24th.
SHINYO MARU	22,000	Mar. 8th.
PERSIA MARU	22,000	Mar. 19th 10.30 a.m.
TATTOO MARU	22,000	Apr. 4th.
SIBERIA MARU	22,000	Apr. 24th.

Calling at Dairen and omitting Shanghai.
Calling at Keelung.
Calling at Dairen.

SOUTH AMERICAN LINE. HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO SAN PEDRO
SALINA CRUZ, BALBOA, OALLAO, MOLLENDINO, ARIQA & IQUIQUE,
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	15,600	Feb. 26th.
ANYO MARU	15,600	Mar. 21st.
SEIYO MARU	14,000	May 10th.

*Omit. Manila.
For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 2374 & 2671.
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LYN

Steamer	From	Expected on or about	Will leave on or about	For
"ARAKAN"	San Francisco & Japan	in port	—	Java.
"SIMALOER"	Java.	in port	—	SAN FRANCISCO via Manila.

The steamers are all fitted throughout with electric light and have accommodations for a limited number of saloon passengers.
All steamers carry a daily qualified purser.
Cargo taken on through bills of lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LYN,
General Managers,
Yokohama, Japan.
Telephone No. 1074.

NOTICE TO SHIPPERS AND PASSENGERS.

VEASLS FOR

FROM SHANGHAI.	
Feb. 9—B. F. Keelung.	
10—N. Y. K. Sado Maru.	
19—B. F. Sution Ball.	
22—P. & O. Dunera.	
27—B. F. Agapenor.	
Mar. 1—B. F. Ningchow.	
9—B. F. Ajax.	
13—P. & O. Sicilia.	
14—B. F. Kalinga.	
Apr. 10—B. F. Aneliosa.	

FROM JAPAN.

Feb. 4—E. & A. St. Albans.	
7—B. F. Japan.	
8—B. F. Yokushima Maru.	
9—N. Y. K. Sado Maru.	
10—N. Y. K. Calchusa.	
13—B. F. Elpenor.	
14—P. & O. Nagoya.	
15—P. I. Janus.	
23—B. F. Pyrihus.	
28—P. & O. Kishu.	
Mar. 4—E. & A. Keelung.	
13—P. & O. Khiva.	
15—B. F. Glaucon.	
20—B. F. Mentor.	
29—P. & O. Devanah.	
Apr. 11—P. & O. Novara.	
24—B. F. Kalyan.	
30—P. & O. Kalyan.	
May 9—P. & O. Plassy.	
23—P. & O. Dongola.	

FROM MANILA.

Feb. 19—B. F. Ixion.	
Mar. 10—B. F. Tallyhina.	
31—B. F. Tyndareus.	
Apr. 15—B. F. Proteus.	
May 18—B. F. Ixion.	

FROM JAL.

Feb. 4—J.P.L. Simulor.	
4—J.C.I.L. Tikiini.	
7—J.C.I.L. Samarinda.	

FROM CALCUTTA.

Feb. 7—B. I. Tandra.	
1—N. Y. K. Calcutta Maru.	

BOMBAY.

1—B. I. Talore.	
2—B. I. Dunera.	
12—Y.K. Awa Maru.	
27—B. I. Sicilia.	
pr. 2—B. I. Sicilia.	

MELBOURNE & SYDNEY.

1—E. & A. Changsha.	
8—E. & A. Eastern.	
1—N. Y. K. Tanga Maru.	

FROM VANCOUVER.

Feb. 23—B. F. Tallyhina.	
Mar. 16—B. F. Tyndareus.	
Apr. 13—B. F. Proteus.	
4—B. F. Ixion.	
26—B. F. Tallyhina.	
June 15—B. F. Tyndareus.	

FROM SAN FRANCISCO.

Feb. 15—T.K.K. Korea Maru.	
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FROM NEW YORK.

Feb. 19—D. & Co. Daoro Castle.	
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FROM LONDON.

Feb. 4—G. L. Glenamoy.	
13—P. & O. Khiva.	
18—N. Y. K. Ivo Maru.	
18—G. L. Glenara.	
27—P. & O. Devanah.	
Mar. 1—N. Y. K. Atuta Maru.	
13—P. & O. Novara.	
17—P. & O. Plassy.	
Apr. 1—P. & O. Dongola.	
23—P. & O. Kashmir.	
May 8—P. & O. Kashmir.	

FROM LIVERPOOL.

Feb. 4—B. F. Glaucon.	
4—B. F. Pyrihus.	
16—N. Y. K. Malaca Maru.	
10—B. F. Agapenor.	
21—B. F. Ajax.	
28—B. F. Mentor.	
Mar. 4—B. F. Rhodus.	
11—B. F. Aneliosa.	
17—B. F. Trolus.	
24—B. F. Tericusa.	

FROM ANTWERP.

Feb. 8—N. Y. K. Totori Maru.	
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FROM COPENHAGEN.

Feb. 1—E. A. Kina.	
1—P. A. Torking.	
Mar. 1—W. A. Miana.	

CHAMBERLAIN'S TABLETS.

These Tablets are intended especially for disorder of the stomach, liver and bowels. If you are troubled with heartburn, indigestion or constipation they will do you good. For sale by all Chemists and Storekeepers.

SIAMESE TWINS.

A REMARKABLE OPERATION.

How the life of one of girl Siamese twins was saved by her being severed from her sister, who was on the point of dying, was described by Dr. Lefebvre at the last sitting of the French Academy of Medicine, says a Paris message.

When the twins were three months old they were taken ill with an infectious disease. A turn for the worse was noted in one of the girls—Madeline—and an operation was resorted to.

It was extremely difficult, as the viscerae were intermingled. Madeline died three days after the operation, but her sister Suzanne is now a healthy girl of eight.

MOVEMENTS OF STEAMERS.

Going to the strike conditions, the date of the sailing of the s.s. "Cerberus" had to be cancelled. The next sailing will depend upon the time that the men will return to their duties.

The P. & O. s.s. "Nellie" arrived London on Jan. 30.

The s.s. "Pyrihus" (Blue Funnel Line) left Singapore on Jan. 30 for Hongkong and is due here on Feb. 4 a.m.

The s.s. "Glaucon" (Blue Funnel Line) left Singapore on Jan. 30 for Hongkong and is due here on Feb. 4 a.m.

The N.Y.K. s.s. "Malaca Maru" (Liverpool Line) left Dairen for Hongkong on Jan. 31 and is expected here on Feb. 8.

The P. & O. s.s. "Khiva" is expected to leave Singapore on Feb. 8.

The P. & O. s.s. "Dunera" is expected to leave Singapore on Feb. 8.

The B. I. s.s. "Tandra" left Calcutta on Jan. 19 and is expected to arrive at Hongkong on Feb. 7.

The P. & O. s.s. "Lahore" left Bombay for this port on Jan. 19 at 4 p.m. and is due here about Feb. 7.

The N.Y.K. s.s. "Totori Maru" (Hamburg Line) left Antwerp for Hongkong via Suez on Dec. 18 and is expected here on Feb. 8.

The N.Y.K. s.s. "Takashima Maru" (Bombay Line) left Kobe for Hongkong via Cebu and Manila on Jan. 31 and is expected here on Feb. 9.

The N.Y.K. s.s. "Calcutta Maru" (Calcutta Line) left Calcutta for Hongkong via Rangoon and Singapore on Jan. 29 and is expected here on Feb. 11.

The N.Y.K. s.s. "Sado Maru" (European Line) left Kobe for Hongkong via Cebu and Shanghai on Feb. 1 and is expected here on Feb. 10 and will sail for Europe via Singapore on Feb. 11 at 11 a.m.

The P. & O. s.s. "Dunera" left Bombay on Jan. 27 and is expected to arrive at Hongkong about Feb. 12.

The Dredwell-Castle Line s.s. "Dunera" which sailed from New York on Dec. 1 for the Far East via Panama Canal arrived at Yokohama on Jan. 10 and is expected here about Feb. 12.

The P. & O. s.s. "Khiva" left London on Jan. 8 and is expected to arrive at Hongkong on Feb. 13.

The T.K.K. s.s. "Korea Maru" arrived at Yokohama on Jan. 9 and will sail Feb. 9 via Shanghai and Manila, being due at Hongkong Feb. 15.

The N.Y.K. s.s. "Tanga Maru" (Australian Line) left Sydney for Hongkong via Perth on Jan. 28 and is expected here on Feb. 16.

The N.Y.K. s.s. "Ivo Maru" (European Line) left London for Hongkong via Suez on Jan. 7 and is expected here on Feb. 16.

The T.K.K. s.s. "Ginjo Maru" arrived at Yokohama on Feb. 2 and will sail Feb. 6 being due at Hongkong on Feb. 19.

The P. & O. s.s. "Devanah" left London on Jan. 20 and is expected to arrive at Hongkong on Feb. 27.

The N.Y.K. s.s. "Atuta Maru" (European Line) left London for Hongkong via Suez on Jan. 21 and is expected here on March 1.

The s.s. "Pathan" which sailed from Liverpool on Jan. 20 for ports in the Far East is expected in Hongkong in the beginning of March.

The Dredwell-Castle Line s.s. "Balton Castle" sailed from New York on Jan. 6 for ports in the Far East via Panama and is expected here in the beginning of March.

The Dredwell-Castle Line s.s. "Kendal Castle" sailed from New York via Boston for the Far East on Jan. 25 and is expected here early in April.

CONSIGNEES' NOTICES.

Cargo from the s.s. "Africa" not cleared by Feb. 6 will be subject to rent. Damaged cargo will be examined the same day at 10 a.m. Agents—Messrs. and Backhouse, Ltd.

Cargo from the s.s. "Benmore" not cleared by Feb. 6 will be subject to rent. Damaged cargo will be examined the same day at 10 a.m. Agents—Gibb Livingstone & Co., Ltd.

BATTLESHIP DISASTER.

EX-PRIEST ARRESTED FOR TREASON.

Revelations about the blowing up of the 22,000-ton Italian battleship "Leonardo da Vinci" in August 1916 are expected through the arrest of Bruno Tedeschi at Rimini. Tedeschi began his career as a priest but was excommunicated for loose living, and it is alleged that he conducted an espionage campaign for Germany during the war.

In Rome he knew Monsignor von Gerlach, who is popularly supposed to have been a Prussian officer before he entered the priesthood. Von Gerlach told Tedeschi on the day of the blowing up of the "Leonardo da Vinci," "A few hours ago Italy paid the price of her treachery to Germany," though the news was not then known in Rome.

Von Gerlach's complicity in the sinking of the "Leonardo da Vinci" was so well-established that he was sentenced to thirty years' imprisonment by a military tribunal, a sentence never executed because he set up to Germany. Tedeschi has been arrested for perjury.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship.

"TENYO MARU."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & SHANGHAI.

NOTICE IS HEREBY GIVEN that the above steamer is due to arrive in port this morning, and owing to the cargo coolies and lightermen strike, cargoes, except treasure, on board her cannot be discharged on arrival. In view of the necessity of sending the Tenyo Maru to dry dock at Yokohama for repairs and bottom painting, etc., on the 2nd February, Consignees are hereby notified that if the strike is not settled before that date, she will proceed to dry dock with her cargoes on board. Should the strike be settled during the time of docking, cargoes will be discharged immediately after she is undocked.

Storage expenses will be assessed one week from the date the strike is settled, and date of examination of damage cargo will be advised later.

Y. TSUTSUMI, Manager.

Hongkong, February 1, 1922.

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SADO MARU ... Friday, 17th Feb. at 11 a.m.
KITANO MARU ... Sunday, 12th February.

HAMBURG via LONDON, HULL & ROTTERDAM.
MATSUMOTO MARU ... Sunday, 12th February.

LIVERPOOL via MARSEILLES.
MALACCA MARU ... Tuesday, 7th February.

SYDNEY & MELBOURNE via Manila &c.
AKI MARU ... Tuesday, 14th Feb. at 11 a.m.
TANGO MARU ... Tuesday, 21st Feb. at 11 a.m.

NEW YORK via PANAMA & OUBAN PORTS.
TAKETOYO MARU ... Wednesday, 22nd February.

NEW YORK via Suez.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape Kanagawa Maru ... End of March.

BOMBAY via Singapore, Penang & Colombo.
TOKU-HIMA MARU ... 10th Feb.

CALCUTTA via Singapore Penang & Hongkong.
PENANG MARU ... Saturday, 11th Feb.

NAGASAKI, KOBE & YOKOHAMA.
TAKETOYO MARU ... Friday, 17th Feb. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
MAYBASHI MARU (calling Moji) ... Thursday, 2nd Feb. at 11 a.m.
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INDUSTRIAL WAR IN AMERICA.

"BIG BUSINESS" v. THE LABOUR UNIONS.

Social and industrial warfare is the dominant fact of the United States to-day. That terrible fact cannot be disputed, and two aspects in especial are just now presented to the American public. One is an example of the usual industrial struggle—the threatened strike of two million railwaymen. The other—the mine war in West Virginia, for the moment suspended—must be described as the most appalling outbreak of its kind, at any rate since the Colorado coal war seven years ago. Both are incidents in the great drive of Big Business to break the power of labour unionism.

The violent stage of the West Virginia struggle began in May, 1920, when the movement to unionise the mine workers of the two chief mining counties was gathering strength. There are, roughly, 90,000 miners in the coalfields of the State. More than half of them are enrolled in the United Mine Workers. The non-unionists are mostly in Logan and last year the organisers of the union entered upon a campaign to bring all the men in. The mineowners resolved to stop the movement. They announced that they would dismiss every man joining the union, and would evict their families from the houses owned by the companies. This they did, making use for the purpose of gunmen belonging to the notorious detective agency of Baldwin-Felts. The miners found it impossible to vindicate their rights, mainly for the reason, as the press inquiries showed, that the mineowners were in complete command of the county administration, and had the sheriffs and deputy sheriffs in their pay. The crucial incident of this first stage was a fight at the mining town of Matewan, where seven of the Baldwin-Felts men were killed. A miner named Sid Hatfield and some twenty others were tried for the killing, and after a prolonged hearing were acquitted. Hatfield, on his release, was a hero among the miners. In June of last year he was done to death by gunmen in the courthouse of a neighbouring county. That was the signal for the wild campaign on the mountains which was briefly recorded in the cables.

Shortly after the murder of Hatfield the miners from the unionised fields of Kanawha assembled for an aggressive march into Mingo and Logan counties. They were an armed and by no means undisciplined force. They were met by State troops and mine guards, and for days the mountain range was aflame with battle. It seems clear that the miners went out to fight under a sense of intolerable wrong, and that they were not impervious to reason, for a justifying thing happened. President Harding, through the Governor of West Virginia, ordered the men to disperse and return home; and they at once set out to obey. U. happily, the gunmen, always the instruments of terror, got to work again. As the miners began their march homeward they began to "shoot up" the town

of Sharples, and instantly, of course, the good effect of the President's appeal was undone. Order in the town was restored by Federal troops, who have since occupied the disturbed area in large numbers. No one seems to doubt that the present comparative quiet will not outlast their presence.

The war upon the labour unions in West Virginia, as this story shows, is being carried to the uttermost extremity. The mineowners rely upon a variety of methods. The gunmen, maintained by two or three of those terrible detective agencies which are among the worst terrors of America, are always at work. So is the remarkable system by which the companies control the officers of the law and the elected heads of the local administration. It is admitted by the State Attorney General himself that they hold the entire machinery of public administration in fee, levying a tax upon every ton of coal produced for the payment of the officials, the detectives, the armed mine guards, and an immense scheme of espionage. Further, they employ against the unions the method of legal injunction. In two of the four mining counties they have succeeded in imposing on the men contracts containing a pledge not to join a union. On the basis of such contracts the courts have forbidden the union even to appeal for members in the protected areas, while efforts are now being made to have the United Mine Workers declared an illegal association *per se*. Injunctions of this kind it is clear, can have no effect on the position except to inflame it. And in the meantime the gunmen are there, in greater numbers than ever. Disarmament is the popular question of the hour. Never surely was there a better field for a practical experiment than the coalfields of West Virginia.

At first sight it might seem that the war upon trade unionism must of necessity stop short of the railways, since the American Railroad Brotherhoods are among the most complete and powerful unions in the world. But the fact remains that even here hopes are entertained of a decisive victory over organised labour as such. When the railways were returned to private management, in the spring of last year, a tripartite Railway Labour Board was created to deal with questions of hours and pay. It has been engaged in making awards without the power to enforce them. The recent reduction of 12 per cent is a case in point. As a consequence, the railroad companies have been dismissing men by the thousands while several of the great lines have set up their own conciliation machinery, with the obvious purpose of contracting out of the Federal recognition of collective bargaining. This expedient, coupled with the constant resort in other industries to legal injunction against unions and strikers, has driven Mr. Gompers and the American Federation of Labour to take up the challenge: thrown down by the great industrial corporations. Mr. Gompers is conservative; and he is opposed to nationalisation, on the ground that more power to the Federal Government would be an evil thing. But he is now taking his stand with those who are convinced that a organised labour is fighting for its life.—*Manchester Guardian*.

THE FIGHTERS.

Civilisation is largely a means of reducing the number of fights that take place among men. A country in which most of the people fight each other most of the time is regarded as an uncivilised country. The average Englishman thinks of Mexico as uncivilised because bits of Mexico always seem to be fighting other bits, and the police seem never to interfere. The Englishman regards internal fighting as odious—a revival of barbarism. He will occasionally find excuses for a mob that shares his prejudices of the moment and behaves violently towards people whom he dislikes. But he justifies the idea of settling great public questions by fighting. He is suspicious both of reactionaries and of revolutionaries, who talk of blood flowing under London Bridge. He tells himself that we have got past all that sort of thing, and he sees in an England at war with itself the prospect, not of the triumph of this or that party, but of the ruin of the country. Strange that he should take for granted in this way the unity of England and the permanent truce among all classes of its citizens! In the days of the so-called Hierarchy the problem of the unity of England must have seemed scarcely less difficult than the problem of the pacification of the whole world seem to-day. Northumbria, Mercia, and Wessex each fought, not for the unity of England, but for its own supremacy over England. Everywhere men believed that the best politics was fighting. Were it not that human beings ultimately grow tired even of fighting, Manchester might be sending troops against the Five Towns, and Littlehampton assisting in a war against Chacton-on-Sea even to the present day.

It is a curious fact that, though men have discovered that there is an alternative to fighting in so many of their relationships, they are still not quite sure that an alternative to fighting can be discovered in the wider international sphere. Militarists, no doubt, believe in the possibility of a world. They believe they can bring peace to the world by putting the world to the sword. Napoleon believed this: Kaiser Wilhelm believed this. It must be admitted that they had some grounds for their theory. The peace of most nations has been won through fighting. Their unity has at first been the unity, not of goodwill, but of conquest. The conqueror, it may be said, ultimately governed them by assent—by giving them conditions in which life was more tolerable than it had been when they were free to fight. Still, peace was usually born of the triumph of the strong. Egbert set out to smash his fellow-countrymen as the best way of uniting them.

It is thus not easy at first sight to see in a united England a prophecy of a peacefully united world. Apart from the fact that unity was brought about by fighting at home, we have also to face the fact that unity was preserved by the constant danger of having to fight enemies from abroad. We do not say that, without this danger, unity would have been impossible. Man has gleams of reasonableness, and it may be that Englishmen would have grown tired of fighting each other even if there had been nobody else to fight. At the same time, peace at home became ever more necessary as an aid to fighting for igners. Englishmen were not left entirely without enemies, though they could no longer find them in the next county. They had still an outlet for their desire for power.

In considering any scheme for international peace we shall always have to take into account the pugnacity of men. Pugnacity, we fancy, has caused quite as many wars as the love of power. Men are more contentious than dogs; and religion, markets, and the other apparent reasons for fighting are usually merely the excuses by which they attempt to make their contentiousness appear reasonable. We often speak of the Belfast riots as though they were due to religion. We have heard it con-

tended with some show of reason that they are chiefly expressions of pugnacity—the pugnacity that found expression in faction-fights in all parts of Ireland till the middle of last century. No doubt the pugnacity has been kept alive and reinforced by sectarian passion. But the fact remains that fights as bitter took place in parts of Ireland in which all the fighters were of the same religion. There were two famous factions, known as the Two year-olds and the Three year-olds—called, if we remember right, after a heifer about the age of which the dispute originally arose—who fought each other for generations like kingdoms at war. We have also heard of the boys in one Protestant street in Belfast engaging in constant skirmishes with the boys in the next street which was also Protestant and, though no blood was drawn, except, perhaps, from a nose, there were all the elements of outraged patriotism in their mutual hatreds. Nor is this desire to fight your neighbour a peculiarly Irish characteristic. It is an almost universal characteristic of human beings which it takes generations of training to get rid of. Glasgow, we believe, had something corresponding to faction-fights at the beginning of the last century, and the fights that took place so freely at election in England in the eighteenth century are as amusing to read about as any faction-fight in Ireland. Still, the faction-fight is one of those extreme instances which almost force one to the conclusion that, in the last analysis, men fight for fighting's sake. They always must have a pretext but without it they would fight on some other pretext. The history of Italy is especially rich in examples of fighting for fighting's sake. In the Middle Ages there was no town in Italy so small that it would not seek and find occasion for a war with some other town. Assisi is a little town built as though on a cliff. Twelve miles away, separated by a level plain Perugia is another little town built on a steep hill. To us to-day it is inconceivable that these two tiny hills should make war on each other. Not inconceivable, perhaps, but certainly ridiculous. Yet they did, as a matter of fact, make war on each other as vehemently and as earnestly as though they had been Rome and Carthage. They had no excuse that would appeal to a modern man. They had not even religious differences like the Shankill Road and the Falls Road in Belfast. We smile nowadays when we read that St. Francis in his youth was wounded in a battle between the people of Perugia and the people of Assisi. A war between Hampstead and Harrow on-the-Hill would seem a larger and more dignified affair. And even the people of Assisi and Perugia would to-day think it the height of absurdity to fight with each other in the old fashion. There may be pugnacious people in both, but, if they are, they have found a new outlet for their pugnacity, some in international affairs and some in the disputes between the Fascisti and the Communists.

It is a rather melancholy thought, however, that pugnacity can only be driven out of human beings by the substitution of what may be called a wider pugnacity, and that men will cease to wish to fight the people in the next village only if they are allowed to fight the people in the next country. War between nations does not seem to be the ideal way of putting an end to war between villages. If it is the only way, it raises the question whether it is possible to put an end to war between nations at all. It looks as though it were impossible until the course of events brings about a war between worlds. If Mr. Wells's dream ever comes true—as, unhappily, many of his dreams come true—and men from Mars launch themselves upon the Earth, that would undoubtedly unify the world as nothing else could do. We should then have a League of Nations that would embody the pugnacity of man, and a war between France and Germany would at once seem as

small and preposterous a thing as a war between Perugia and Assisi would seem to-day. Frenchmen would forget all their old antipathies in a wider pugnacity, and would regard the Germans as their glorious allies in the war for the liberty of small planets.

We doubt, however, if the mass of men will be willing to wait for a war with Mars to put an end to wars among themselves. They will not accept too readily the pessimistic view that the only alternative to pugnacity is more pugnacity. For one thing, it seems clear that, in the evolution of society, pugnacity has been transmuted, not only into warlike, but into peaceful forms. Men nowadays fight each other in the law courts, whose great-grandfathers would have settled their disputes with pistols. Politics and business have similarly absorbed a vast amount of the natural pugnacity of men. Except in international affairs, peaceful pugnacity is the general rule of the civilised world, and civilised men have universally submitted to the compromise by which people who do not like each other can live as securely on the same planet as if they did. Apart from this, to doubt that the world can ever put an end to its internal wars until it is engaged in a life-and-death struggle with another planet would be to doubt the existence of the human reason. There are, we agree, good grounds for doubting its existence. There are great crises at which it unquestionably disappears, like the sun going under the horizon. Yet it would be folly to wall over the setting sun as though it were gone for ever. And, like the sun, reason usually returns. Even when it is entirely obliterated, it is exercising an influence that we cannot measure. More than this, reason, it seems to us, plays an ever-increasing part in human affairs. It may be a small part, but, even so, we doubt whether the intelligence and the conscience (which is the moral intelligence) have ever been so dominant in the public life of the world as they are to-day. That is not so flattering a thought as at first appears. It is merely an admission of the growth of a delicate infant belonging to a delicate family. Pessimists may tell us that no man living is as intelligent as Aristotle, and that our statesmen are not the moral superiors of the statesmen of whom Plutarch wrote. This may be true enough, but we are speaking, not of individuals, but of the world at large. Reason has at least extended her boundaries since those days, and we see political intelligence slowly developing in countries that a century ago seemed barbarous. It is this increasing reason that gathers men hopefully at Geneva or Washington, and convinces them that somehow, some day, the problem of the control of human pugnacity can be solved. Perhaps they will solve it in the end by discovering that Mars has, as a matter of fact, invaded us already. It is Mars to-day that threatens the existence already. It is Mars to-day that threatens the existence alike of France and of Germany, of Assisi and Perugia, of Belfast and Cork. There is a good case for uniting against so baleful and big a star. There is indeed scarcely an alternative save our common destruction.—*The New Statesman*.



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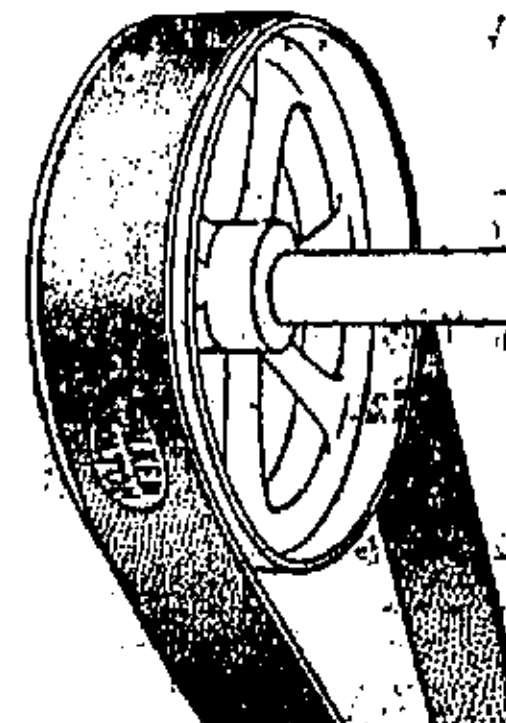
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